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1916-17

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WITH THE Western Weeklies

Splinter Causes Death.

Mr. Sam Hirdon died at his home about 8 miles east of Franklin Friday evening of last week from injuries received at a saw mill by a splinter flying and hitting him in the eye causing blood poison to set up. Mr. Hirdon was one of Macon county's best citizens and his death comes as a shock to his many friends.—Franklin Press.

Floated Butter Across River.

On account of recent rains, high water, wash outs, washed away bridges, etc., there has been no express or freight which has kept the creamery from making any shipments. On the 21st of July, however, while Wm. Lineberger, manager of the Shelby Creamery, was out of town, J. D. Lineberger made arrangements to transport 2,000 pounds of butter across the Catawba river which proved to be a very hard and expensive job. The express company would not guarantee transportation across the river so J. D. Lineberger went with the butter across the river in small boats to the express train on the other side. Express, however, is now going straight through.—Shelby Star.

Plenty of Work.

Many a cloud has a silver lining and now there'll be an opportunity for able-bodied men who have been depending on those washed-away crops to get work for quite awhile helping to repair the roads, both dirt and rail.—Old Fort Sentinel.

Flood Took Too Much.

Tomorrow had been fixed as the day for a general clean-up in Old Fort, but the big rain storm came along last Saturday night and with its cloud-burst intensity swept all the rubbish away, and more too.—Old Fort Sentinel.

Foot Mashed.

V. C. Justice 18 years of age, came near losing his life when he jumped off the Seaboard work train across the river Saturday night. He works on Mr. L. P. Yarboro's section force which had been at Mt. Holly repairing the track. Coming home he attempted to jump off the train when he fell under the wheels and got part of a foot cut from toe to heel. Seventeen stitches were necessary to sew up the wound.—Shelby Star.

Doesn't Respond to Wall Street.

Some ill-informed people tear their hair about big American oil and mining interests aiding and abetting in a war of conquest with Mexico. These people do not know, or possibly know

and do not care to admit the fact, that Mr. Wilson has said that in the event of war, no territory would be annexed. He assumes a friendly attitude and a war, if it should come, would be with a view of establishing a stable government and preventing bandit raids across the border. Isn't that humanitarian? Mr. Wilson doesn't respond to the wishes of Wall street.—Shelby Star.

Tryon's New Industry.

Work began Tuesday on the new building for the Southern Mercantile Co., at the old Ballenger water mill site. The building will be 44x110 of concrete construction. A part of the old mill will be utilized. It is said the building will be completed within 60 days. This factory is quite an acquisition to Tryon as it gives employment to nearly 40 persons, with a pay roll of about \$1500 a month. Tryon citizens should give Mr. Bacon a vote of thanks for adding so much to our material well fare.—Tryon News-Bee.

Tryon Opening Highway.

A force of 40 men are working on the Tryon-Saluda Highway and they are making rapid progress. The bridge over Pacolet is being built and it is hoped to have it done within two weeks. Tryon is raising a fund for the work and with the help of Spartanburg it is thought enough funds are in sight to finish the work. The road between Tryon and the South Carolina line will be put in good condition. This part of the highway has been in bad shape and the floods have made it almost impassable.—Tryon News-Bee.

Our Next Representative.

We understand that Mr. Zebulon Weaver, the Democrat nominee for Congress from this district, expects to be in Haywood county next week for the Medford reunion on Saturday. Our people will be glad of the opportunity of becoming better acquainted with the man who is to be our next representative at Washington.—Waynesville Courier.

Getting Out Trade Edition.

Mr. B. H. De Priest, a ready and accomplished writer has contracted with The Carolina Mountaineer and Canton Observer to get out an Industrial and Trade Edition of Waynesville, Canton and Haywood county. He is now securing advertising and data in Canton and will be in Waynesville in a few days. We commend him to our business and professional men and city and county officials as well as to the Board of Trade. This edition will consist of a handsome Magazine sec-

tion to be sent out with the two papers of 5000 copies, handsomely printed and illustrated. It should be heartily received and liberally supported.—Carolina Mountaineer.

What Impressions Was Formed.

Impressions formed from newspaper reports of a catastrophe like the recent flood are generally out of proportion, for instance: a Tryon winter resident now residing in Maine wired a Tryon friend to recover his household good and see to it that the valuable papers stored in the bank be dried and preserved. This seems funny to us in Tryon as not a home in the town was damaged.—Tryon News-Bee.

CATTLE RAISING MORE PROFITABLE IN THE SOUTH.

Result of Investigations Made by the Department of Agriculture Are Summarized.

President Harrison, of Southern Railway company, has directed attention to a statement prepared by W. F. Ward, senior animal husbandman in the United States agricultural department, summarizing the results of investigations made by the department in the cost of growing beef cattle in different localities in the United States.

These investigations were carried on in the so-called corn belt states of Indiana, Illinois, Minnesota, Iowa, Missouri, South Dakota, Nebraska, and Kansas, in Pennsylvania, in North Alabama, and in West Alabama. In each case every possible charge was made against the cattle, including not only all feed but also labor, equipment, taxes, risks, depreciation, veterinary fees and interest at six per cent on the investment, and against each calf was charged not only the net cost of keeping the cow but also the cost of the bull per calf. The final results are all in favor of the south.

The average cost per hundred pounds raising a calf to weaning time was \$9.10 in the corn belt and \$7.22 in Pennsylvania, as compared with \$3.53 in north Alabama and \$3.57 in west Alabama.

The average cost per hundred pounds of raising a calf to 12 to 15 months old was \$11.79 in the corn belt and \$7.24 in Pennsylvania, as compared with \$4.41 in north Alabama and \$4.60 in West Alabama. The figures for the corn belt, Pennsylvania and North Alabama are based on raising a calf to the age of 12 months and those for West Alabama to the age of 15 months.

While the investigations of the department in the south were carried on only in localities in North Alabama and West Alabama, conditions in other parts of the South, including the States of Mississippi, the whole of Alabama, Georgia, northern Florida, South Carolina and parts of Tennessee and North Carolina are so familiar that the results that were obtained in the Alabama experiments are indicative of what may be done in the entire territory and demonstrate the great advantages of the south for the produc-

tion of beef cattle.

The figures compiled by Mr. Ward do not cover profits, but it is obvious that the profits are substantially larger in the South, and, as pointed out by President Harrison, even if the animals should be sold at cost of production on the basis of Mr. Ward's figures, the farmer would have returned to him every possible expenditure of money, pay for his labor, and six per cent interest on his investment, and his lands would be improved by the manure obtained from his herd.

CHINESE CHARACTERISTICS.

"What are the characteristics of the Chinese people?" Bishop Wilson S. Lewis, was recently asked.

They are a mixed race," he replied, "probably made by a merging of people from Japan, Korea and China. There is no race suicide among them, and hence they are increasing rapidly, in spite of the present density of the population. They respond quickly to ethical appeals, and therefore give promise of making stable Christians. They are very honest in business dealing and contracts. They excel the Japanese in these, probably because there has been no feudal system in China for twenty-four centuries. So they have had business training, while Japan was only released from feudalism in 1868.

EXPLOSION OF AMMUNITION DOES \$25,000,000 DAMAGE.

Property loss estimated at \$25,000,000 was caused early Sunday morning by the explosion of ammunition awaiting shipments to the entente allies and stored on Black Tom island, a small strip of land jutting into New York bay off Jersey City. Three are known to be dead and scores injured. The force of the explosion was felt in five states. Fire subsequently broke out and many warehouses and several barges were destroyed.

PHILIPINO STUDENT AT SEA.

"A large majority of the student body in the Philippines are without faith in their old system, and are out on a sea of religious unbelief searching for and contracts. The excoylethe Japment is made by Rev. J. L. McLaughlin who is making an earnest effort to inject the Bible into the lives of the young people of the islands, as a part of his work as Secretary of the World's Sunday School Association.

THOMAS STRIPLING PARDONED.

Thomas Stripling the noted Georgia convict, has been pardoned by the governor of that state. It will be remembered that after killing a man, Stripling broke jail, and later was serving as chief of police of Danville, Va., when he was recognized by a traveling man, taken back to Georgia and sentenced to the State prison for a number of years. Stripling is said to be badly broken in health.

THROUGH TRAINS TO SOUTH PROMISED BY S. R. THIS WEEK

That the Asheville-Spartanburg division of the Southern Railway will be opened for through travel this week is the interesting announcement made by railway officials and it is thought that the Asheville-Knoxville division will be opened by the same time, thus making it possible to resume the regular schedule of the Carolina Special from Charleston to Cincinnati.

Effective August 1 and continuing until the line is opened for through traffic, a new schedule has been in effect. The southbound train leaves Asheville at 8:15 a. m., Hendersonville at 9:45 a. m., arriving Saluda 11:00 a. m. Returning train will leave Saluda at 4:00 p. m., Hendersonville at 5:20 p. m., arriving Asheville 7:00 p. m. This new arrangement for the operation of trains was made so passengers could make the trip from Asheville to Spartanburg or from Spartanburg to Asheville in a day. Automobiles are being used for transporting passengers from Saluda to Melrose or from Melrose to Saluda as the case may be, and good connection is made.

Division Passenger Agent James H. Wood says those not familiar with conditions on the Saluda mountain hardly comprehend what the railway company and Superintendent Collins have

had to contend with there and what they have been doing to re-open this line. Night and day shifts have been at work and steam shovels and pile drivers and other machinery were kept busy every minute.

Saturday a steam shovel was transferred to the Transylvania division, but the bulk of the equipment and men will be transferred to the Salisbury-Asheville division as soon as the Spartanburg and Knoxville roads are opened for through traffic. Everything that money and human skill can do will be centered on clearing up this division between Marion and Ridgecrest. Passenger trains are now being operated between Salisbury and the Catawba river bridge and from the river to Marion, passengers, hand baggage and mail being transferred at the river by ferry. However, the completion of a temporary bridge at this point is but a matter of a few days, but it is expected that it will take probably six weeks to open the line from Marion to Ridgecrest.

For possibly a week or more after the opening of the lines only light trains, consisting of mail, express, baggage and day coaches will be operated and every care will be taken for the safety of passengers.

FATE OF THE FIRST RAILROAD IN CHINA, LIGHTNING CHANGE.

Less than one hundred dollars was paid for the first locomotive in China. It weighed twenty-two hundred weight. The rails were about the size of walking sticks and lay thirty inches apart. One day, after the seven mile line had been operating only a few months, a trespasser was run over and killed by the little engine. The rails were promptly torn up and shipped to Formosa to rust, thus ending the fate of the first railroad in China. That was only forty years ago. Now China has more than six thousand miles of railway, with a net revenue of more than eight million dollars a year. And C. C. Wang, of the government railroad bureau, stands sponsor for this prophecy:

"It is no exaggeration to say that there will be more railways built in China during the coming twenty-five years than in all the rest of the world combined."

HANDING US TOO MUCH.

Some of the Northern papers are referring to the storm which has done so great damage in Western North Carolina as the "annual storm." They will please look up the statistics. They are handing us too much.—Raleigh News and Observer.

HOW "GERRYMANDER" WAS BORN

It was an early American newspaper editor who made the word "gerrymander." He was Major Benjamin Russell of the Massachusetts Centinel, which he and his partner Warden founded in 1784. He was a fighting man, and the Centinel was no tame journal, but whacked blithely and cared not where the chips fell, says the editor of The Mergenthaler Lines O' Type News.

In 1811 the Massachusetts Legislature under Governor Gerry made a neat new division of districts for congress elections. The most insidious and ingenious arrangement of districts was the one for the County of Essex. With great glee Russell took a map of the county and colored the districts to show the heinousness of the device. Gilbert Stuart, the famous painter, saw the map and suggested that the appointment looked like a reptile. He made a few marks on it with his pencil and said: "There! it's a salamander!"

Russell jumped up, laughing, "Salamander!" he shouted, looking at the hideous figure, "Gerrymander!" An engraving of the "gerrymander" was made and hawked through the State. Thus was born what probably is one of the most constantly used of all manufactured newspaper words.